

HOUSE COMMITTEE ON TRANSPORTATION

March 16, 2001
9:00 A.M.

Hearing Room D
Tapes 57 - 58

MEMBERS PRESENT: Rep. Bruce Starr, Chair
Rep. Alan Brown, Vice-Chair
Rep. Jeff Merkley, Vice-Chair
Rep. Richard Devlin
Rep. Jeff Kropf
Rep. Donna Nelson
Rep. Diane Rosenbaum
Rep. Joanne Verger
Rep. Cliff Zauner

MEMBER EXCUSED:

STAFF PRESENT: John Leon, Committee Administrator
Kevin Wells, Committee Assistant

MEASURE/ISSUES HEARD: Toll Road Feasibility Study
SB 298 Public Hearing
HB 3064 Public Hearing
HB 3066 Public Hearing and Work Session

These minutes are in compliance with Senate and House Rules. Only text enclosed in quotation marks reports a speaker's exact words. For complete contents, please refer to the tapes.

<u>TAPE/#</u>	<u>Speaker</u>	<u>Comments</u>
TAPE 57, A		
005	Chair Starr	Calls the meeting to order. Opens an informational meeting on the Toll Road Feasibility Study.
<u>TOLL ROAD FEASIBILITY STUDY – HB 3090 (1999)</u>		
008	Doug Tindall	Maintenance Engineer, Oregon Department of Transportation (ODOT). Reviews the results of a study commissioned by HB 3090 (1999) (EXHIBIT A). Notes that improvements to US 395 and parts of US 97 were studied. States that both scenarios for US 97 would stimulate growth in rural Oregon and even more in the Willamette Valley.
058	Tindall	Relates that business migrate to established business centers.
061	Rep. Devlin	Asks if improving US 97 also improves traffic flow in the Interstate 5 corridor.
064	Tindall	Clarifies that improving the US 97 corridor makes it easier to get to the Willamette Valley. Relates that US 395 improvements would not contribute to Eastern Oregon's economy. Discloses that improving US 395 may help Washington State more than Oregon.
085	Chair Starr	Asks if improving US 395 eases traffic in the I-5 corridor.
086	Tindall	Reports that analysis did not show that effect.
087	Chair Starr	Asks if ODOT's analytical tools are sufficient and reliable.
088	Tindall	Replies that the model ODOT used is the best. Concludes that an approximately \$1 billion investment would not have the

		desired effects.
110	Chair Starr	Suggests that the investment and result is similar to the Westside Light Rail project.
115	Tindall	Acknowledges that congestion on US 26 is still bad.
120	Rep. Kropf	Asks how the analysis determined that improvements to US 97 would stimulate growth in the Willamette Valley.
125	Tindall	Clarifies that improvements along the US 97 corridor would result in local economic growth as people use it as an easier route to established economic centers in the Willamette Valley. Notes that the end result is more growth in established economic centers than where the improvements are made.
130	Rep. Kropf	Asks for clarification on ODOT's assumptions. Asks if the conclusion is that substantial growth would occur in Central Oregon while even greater growth occurred in the Willamette Valley.
145	Tindall	Acknowledges that growth would occur in both areas at different rates.
155	Rep. Kropf	Discusses changes in demographics and preferences in Oregon. Suggests that the model may need to consider these changes.
170	Tindall	Clarifies the modeling tool used and how it has been validated. Agrees with Rep. Kropf that the results are not intuitively obvious. Reports on the toll study analysis. Explains the criteria for establishing projects as potential toll roads.
205	Chair Starr	Asks which projects were identified for tolls.
207	Tindall	Indicates that the West Eugene Parkway project and new lanes on existing roads. Relates that one project would not cover operational costs and two others would cover operational costs but not pay for construction.
235	Chair Starr	Asks what roads were considered for tolls.
239	Tindall	Clarifies which roads were considered. Notes that whole facility tolling would be more effective than hot lane improvements to existing roads.
265	Chair Starr	Notes that tolling works well elsewhere. Asks why tolling is not expected to work in Oregon.
275	Tindall	Concedes that the roads that were analyzed could have influenced the results. Acknowledges that other roads may be more successful. Adds that whole facility tolling would be successful though there are not many new roads identified in Oregon.
290	Rep. Kropf	Asks what ODOT requires to study innovative approaches to highway construction like pavement leasing.
315	Tindall	Conveys that ODOT is already considering such alternatives. Indicates that financial considerations are impeding such innovation in Oregon.
360	Rep. Kropf	Notes that he introduced legislation directing ODOT to build additional lanes on I-5 between Salem and Eugene. Asks if these innovative concepts would help build the new lanes.
TAPE 58, A		
001	Tindall	States that requesting federal funding from our congressional delegation would be most effective. Notes that new statutes are needed to clarify how to implement toll roads in Oregon.
017	Rep. Kropf	Suggests that a pavement leasing and tolling by a private partner would require little expenditure by ODOT.
020	Tindall	Maintains that ODOT would have to do a feasibility study to

		determine what it would cost. Acknowledges that such an alternative requires less of an upfront investment than ODOT building the road.
025	Rep. Verger	Asks if Eugene has approved the West Eugene Parkway.
028	Tindall	Indicates that Eugene has not approved that project. Suggests that the state may not remain involved with the project as things stand.
035	Rep. Verger	Expresses concern about ODOT spending more money on that project.
040	Tindall	Clarifies that the toll road study was conducted prior to Eugene not approving the project.
043	Rep. Verger	Comments on the planning process. Contends that the process needs to be creative.
067	Tindall	Advises that the study only looked at identified projects. Offers that ODOT can study the potential for toll roads on new projects.
087	Rep. Devlin	Adds the public needs to be involved early on in the process.
095	Rep. Zauner	Asks about the public input on the concrete meridian barrier on Highway 214.
098	Tindall	Replies that he does not know the particulars of that project.
102	Rep. Brown	Asks how much these studies costs.
105	Tindall	Offers to provide that information.
110	Rep. Brown	Asks how much it would cost to study building a highway through Eastern Oregon.
113	Tindall	Offers to provide that information.
120	Chair Starr	Closes the informational meeting. Opens a public hearing on SB 298

SB 298 PUBLIC HEARING

122	John Leon	Committee Administrator. Reviews the provisions of SB 298.
141	Chair Starr	Adds that the measure is going to Ways and Means.
144	Kelly Taylor	ODOT. Supports SB 298 (EXHIBIT B). Proposes that the measure improves driver safety especially among teens. Discusses indicators of poor drivers and how they can be helped to improve.
200	Taylor	Explains how SB 298 works. Acknowledges that there will be a fiscal impact, which is in their budget.
215	Rep. Zauner	Asks why the previous programs did not work.
220	Taylor	Elaborates on the deficiencies of existing statutes.
230	Rep. Zauner	Suggests that the process to revoke the driver's license of a bad driver takes to long. Asks what is required to revoke a driver's license.
232	Taylor	Points out that SB 298 will make it easier and quicker to intervene with poor drivers.
241	Rep. Verger	Asks how driver improvement programs work.
243	Taylor	Explains how both adult and teen driver improvement programs work.
290	Chair Starr	Asks if citations are written for accidents.
291	Taylor	Announces that not all accidents result in citations.
301	Rep. Verger	Asks if the programs are mostly communication by mail.
304	Taylor	Acknowledges that is the first step, which is followed by face to face meetings with the driver as is necessary.
306	Rep. Verger	Expresses concern that poor drivers are being treated too lightly. Asks if ODOT has partnered with schools in improve teen drivers.
326	Taylor	Relates partnerships with schools as well as private partners.

341	Chair Starr	Notes that there will be an informational meeting on some of these issues.
350	Rep. Zauner	Asks for written specifics on the steps in revoking a driver's license.
359	Taylor	Agrees to provide that information. Conveys that this package of legislative measures will make it easier to remove unsafe drivers from the road. Offers to provide specifics of the proposed process.
372	Rep. Zauner	Wants details on the financial aspects of these proposals.
381	Taylor	States that the new process will be swift and efficient.
388	Chair Starr	Closes the public hearing on SB 298. Opens a public hearing on HB 3064.

HB 3064 PUBLIC HEARING

391	Leon	Explains that HB 3064 eliminates payment into the Motor Vehicle Accident Fund (MVAFF) when obtaining or renewing a driver's license. Discusses the Attorney General's opinion on improper the use of funds from the Highway Trust Fund. Discusses the fiscal impact statement.
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TAPE 57, B

003	Taylor	Supports HB 3064 (EXHIBIT C). States that the improper use of the MVAFF has to stop. Discusses MVAFF.
030	Rep. Devlin	Asks if the MVAFF fee is reduced and other fees are not raised, will there be a decrease in the funds going toward improvements.
036	Chair Starr	Notes that there is a chance that the fees can remain unchanged.
046	Rep. Merkley	Asks if ODOT has studied how much it costs to collect and transfer this fee.
049	Taylor	Indicates they have looked at the cost of the transfer but not collecting.
053	Rep. Merkley	Suggests that the cost to collect and transfer the fee is small.
055	Taylor	Agrees with Rep. Merkley.
056	Rep. Merkley	Asks if fee is legal if ODOT is reimbursed for the cost of the transfer.
060	Taylor	Replies that it would not be legal. Comments on the AG's opinion.
067	Chair Starr	Advises that expert witnesses will testify before the committee on the legal issues.
071	Rep. Devlin	Conveys past legislative experience with vehicle related fees.
079	Rep. Merkley	Asks for a memo on the premise of this legislation.
086	Rep. Rosenbaum	Asks how long it takes from when the funds are collected before they are transferred.
088	Taylor	Answers that there is a monthly transfer.
090	Rep. Rosenbaum	Asks for clarification of language in the measure.
093	Taylor	Explains how this measure will affect the transfer of funds when it is enacted.
101	Chair Starr	Closes the public hearing on HB 3064. Opens a public hearing on HB 3066.

HB 3066 PUBLIC HEARING

104	Leon	Explains HB 3066.
112	Taylor	Supports HB 3066 (EXHIBIT D). Explains what the Vehicle Code Book is and who uses it. Reports that the AG has decided that ODOT cannot give free copies to people outside of ODOT.
131	Chair Starr	Closes the public hearing on HB 3066. Opens a work session on HB 3066.

HB 3066 WORK SESSION

133 **Rep. Devlin** **MOTION: Moves HB 3066 to the floor with a DO PASS recommendation.**
137 **VOTE: 7-0**
 AYE: In a roll call vote, all members present vote Aye.
 EXCUSED: 2 – Kropf, Nelson
 Chair Starr **The motion CARRIES.**
 REP. STARR will lead discussion on the floor.
148 Chair Starr Closes the work session on HB 3066. Adjourns the meeting.

Submitted By,

Reviewed By,

Kate Campeau,
Committee Assistant

John Leon,
Committee Administrator

EXHIBIT SUMMARY

- A – Informational meeting, information packet, Doug Tindall, 9 pp.**
- B – SB 298, written testimony, Kelly Taylor, 1 p.**
- C – HB 3064, written testimony, Kelly Taylor, 1 p.**
- D – HB 3066, written testimony, Kelly Taylor, 1 p.**